YALE vs. HARVARD

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· OFFICIAL · SOUVENIR · PROGRAMME ·

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YALE *vs.* HARVARD
OFFICIAL SOUVENIR PROGRAM.

JUNE 1ST, 1895.

This is to Certify that Mr. Lloyd W. Smith, of Yale University, has the sole and exclusive authority, on behalf of the Harvard and Yale University Boat Clubs, to edit and publish the only Official Souvenir Program of the Boat Race to be rowed at New London on or about June 28th, 1895.

Geo. J. Adee
President Yale Boat Club.

Charles H. Mills
President Harvard Boat Club.

New Haven, Conn., June, 1895.

Below please find the address of the newest Dry Goods Store in town.

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OFFICIAL

SOUVENIR PROGRAM

...OF THE...

Yale-Harvard Boat Race,

NEW LONDON, CONN.,

June 28, 1895.

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LLOYD W. SMITH, YALE,

Representing the Boat Clubs of Yale and Harvard.

Copyrighted June 21, 1895.

E. W. Root, Manager.

A. J. Sinclair, Chief Clerk.
Formerly of the New Haven House.

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E. W. Root of New York, the manager, was formerly connected with the management of the Grand Central, Manhattan Beach, Hotel Derondo, Derondo Beach, Cal., and Hotel Vendome, San Jose, Cal.

THE YALE CREW 1895.

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OLD DOMINION S S. CO.
PIER 26, N. R., NEW YORK.
W. L. GUILLAUDEU, V. P. & T. M.

Rules Governing Harvard-Yale Boat Races.

The following rules are in force between the Boat Clubs of Harvard and Yale:

I.

All previous agreements entered into between the Harvard and Yale boat clubs are hereby abrogated and annulled.

II.

These rules shall stand until repealed by the consent of both boat clubs.

By mutual agreement in writing, duly signed by the respective captains of the two University crews, however, any one or more of the rules VI, VIII, XII, XIV, XIX and XXIV may be temporarily suspended or waived, by and with the written consent and approval of the referee.

III.

Additional agreements, concerning things for which provision has not been made in these rules, may be entered into in the same way as under Rule II. Such additional agreements, however, shall be temporary in their nature, and shall not last longer than is necessary to fulfil the purpose or purposes which gave rise to them.

IV.

The race between Yale and Harvard shall be deemed an annual event, but, in case of the inability of either party to send a crew to participate in such annual race, notice of such inability shall be sent to the other party prior to the first day of December of that college year. And, if such notice shall be sent, no race will occur in that college year.

V.

The referee shall be a graduate of some neutral college and each boat club shall name the referee on alternate years, Yale naming him in 1886. The name of the person proposed as referee shall be submitted by the proposing club to the other club at least one month before the day set for the race, and such nomination shall be acted upon within one week after its receipt.

In case of objection to the person proposed, written notice of such objection must be sent to the proposing club within one week from the time when the nomination was received. Within one week after the receipt of such notice the proposing club must submit another name, or names, to the other club, which must be acted upon in the same manner as before.

In case no objection be sent within the time specified above, the person whose name has been thus submitted shall be deemed to be the choice of both clubs for referee.

VI.

In 1886 Yale shall have the choice between the first Thursday and Friday after the last Wednesday in June, as the day set for the annual race, after which the choice between the aforesaid days shall rest alternately with Harvard and Yale.

VII.

The race in the years 1891, 1892, 1893, 1894 and 1895 shall take place at New London, Conn.

VIII.

The race shall be rowed on ebb tide, and shall be started within two hours of high water at the starting line.

IX.

There shall be a central line of buoys, which shall be situated at each half-mile point; and either boat may be disqualified, if, at any point during the race, it shall be nearer than ten feet to, or more than one hundred feet from, the central line of buoys.

X.

The referee shall have absolute power in the interpretation of these rules, and his decision shall be final in all cases,

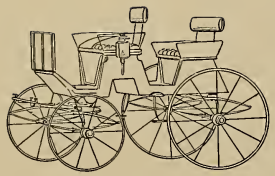
THE PRIDE OF THE HOUSEHOLD.

THE HARVARD CREW, 1895.

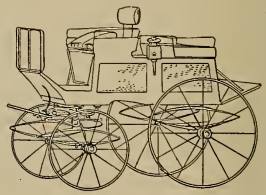
OPPOSITE VANDERBILT HALL,

NEW HAVEN, CONN.

RICHARD ARMSTRONG, '95 S., CAPTAIN.
Yale Bow.



CARRIAGES



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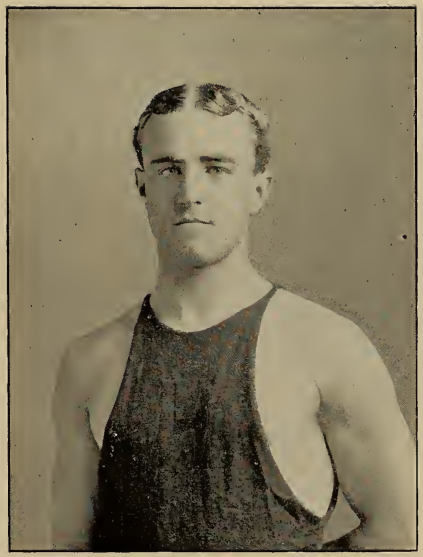

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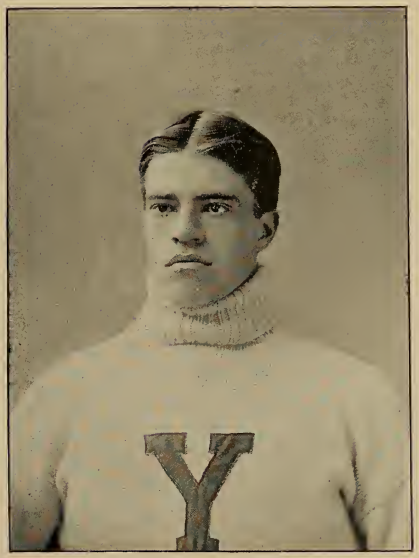

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Statistics of the Yale and Harvard Crews.

YALE.

Position.	Name.	Age.	Weight.	Height.
Bow	R. Armstrong, Capt.	22	160	5.8½
2	H. C. Holcomb	22	174	5.8⅛
3	W. M. Beard	19	175	5 8½
4	W. R. Cross	21	191	6 2
5	A. W. Dater	22	182	6 2
6	J. McM. Longacre	21	176	5.11½
7	R. B. Treadway	21	171	5.11½
Stroke	G. Langford	19	170	6.1
	Average	21	175	5.11¼

Coxswain, T. L. Clark, weight 105

Substitute	P. H. Bailey	21	177	6.
"	T. W. Miller	20	164	5.8
"	J. H. Simpson	21	156	5.11

HARVARD.

Position.	Name.	Age.	Weight.	Height.
Stroke	J. R. Bullard, Capt.	22	162	5.8½
7	E. H. Fennessy	22	172	5.10½
6	F. N. Watris	24	174	5.11¾
5	S. Hollister	22	177	6.
4	L. D. Shepard	23	174	5.9
3	J. E. Chatman	22	168	5.9½
2	J A. Stillman	23	166	5.9
Bow	E. N. Wrightington	21	164	5.9
	Average	22⅜	169⅝	5.10⅙

Coxswain, P. D. Rust, weight 106

Substitute	K H. Lewis	21	168	5.9½
"	L. T. Damon	24	162	5.10

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Record of Past Races.

Date.	Winner.	Oars.	Miles.	Place.	Time	
					M.	S.
1859 July 26	Harvard	6	3	Worcester, Mass.	19	18
1860 July 24	Harvard	6	3	Worcester, Mass.	18	50
1864 July 29	Yale	6	3	Worcester, Mass.	19	01
1865 July 28	Yale	6	3	Worcester, Mass.	*.....	
1866 July 27	Harvard	6	3	Worcester, Mass.	18	43¼
1867 July 19	Harvard	6	3	Worcester, Mass.	18	12¾
1868 July 24	Harvard	6	3	Worcester, Mass.	17	48½
1869 July 23	Harvard	6	3	Worcester, Mass.	18	02
1870 July 23	Harvard†	6	3	Worcester, Mass.	20	30
1876 June 30	Yale	8	4	Springfield, Mass.	22	02
1877 June 30	Harvard	8	4	Springfield, Mass.	24	36
1878 June 28	Harvard	8	4	New London, Ct.	20	44¾
1879 June 27	Harvard	8	4	New London, Ct.	22	14
1880 July 1	Yale	8	4	New London, Ct.	24	27
1881 July 1	Yale	8	4	New London, Ct.	23	13
1882 June 29	Harvard	8	4	New London, Ct.	20	47½
1883 June 28	Harvard	8	4	New London, Ct	25	46½
1884 June 26	Yale	8	4	New London, Ct.	20	31
1885 June 26	Harvard	8	4	New London, Ct.	25	15½
1886 July 2	Yale	8	4	New London, Ct	20	41¼
1887 July 2	Yale	8	4	New London, Ct.	22	56
1888 June 29	Yale	8	4	New London, Ct.	20	10
1889 June 28	Yale	8	4	New London, Ct.	21	30
1890 June 27	Yale	8	4	New London, Ct.	21	29
1891 June 26	Harvard	8	4	New London, Ct.	21	23
1892 July 1	Yale	8	4	New London, Ct.	20	48
1893 June 30	Yale	8	4	New London, Ct.	25	01½
1894 June 28	Yale	8	4	New London, Ct.	23	45

* Time of this race disputed.

† Race given to Harvard on a claim of foul, Yale's time 18m. 45s.

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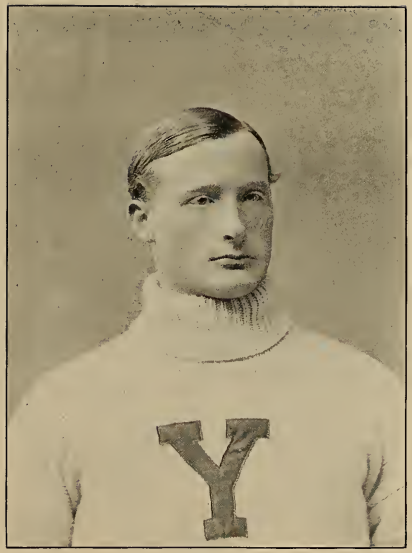

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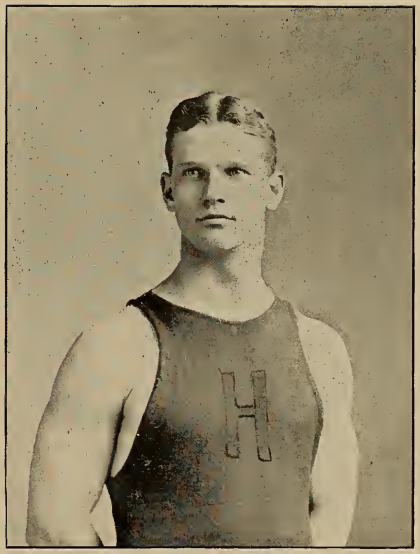

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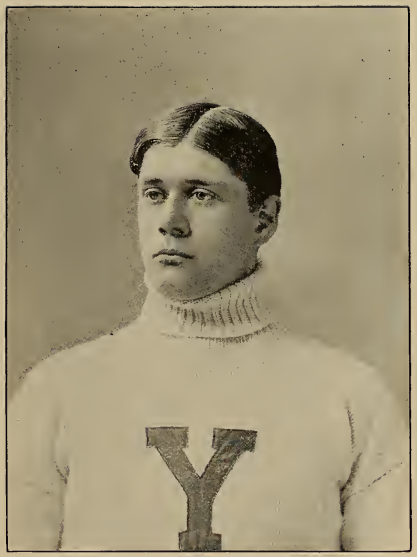

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Norwich Congregational Church,	90,000
All Saints' Church, Worcester,	95,000
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Winthrop Congregational Church, Holbrook,	22,000
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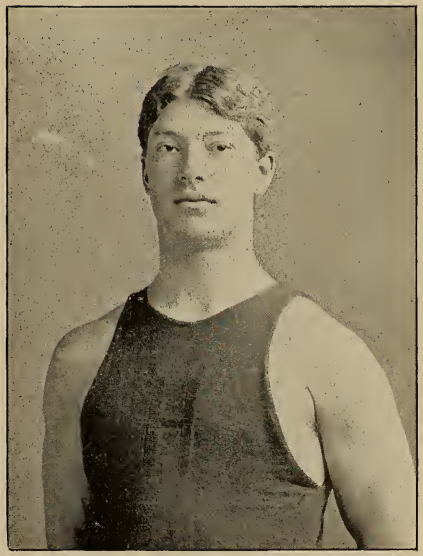

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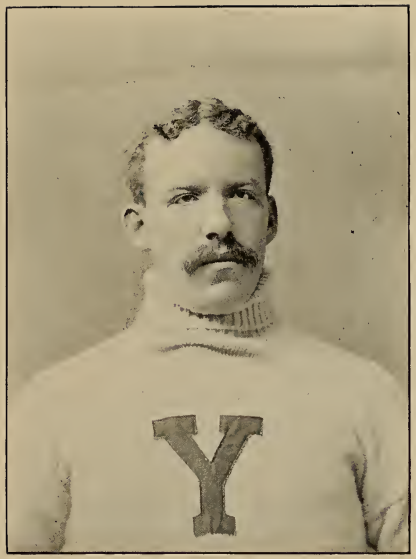

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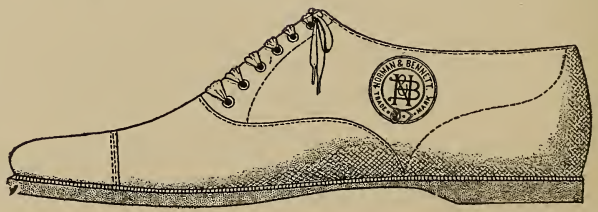

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Articles of Agreement.

This agreement, made this fifteenth day of May, in the year one thousand eight hundred and ninety-one, between the New London Board of Trade, party of the first part, and the Harvard University Boat Club and the Yale University Boat Club, parties of the second part:

Witnesseth: That the parties of the second part, in consideration of the agreement herein made by the parties of the first part, and upon the conditions of the true and faithful performance by them of all things therein agreed, agree with the parties of the first part, first: that the Yale-Harvard boat race shall be rowed on the Thames River course, at New London, for five consecutive years, beginning with the year 1891.

Second: The parties of the first part, upon condition of the true and faithful performance of all things herein agreed by the parties of the second part to be done and performed, do hereby covenant and agree to make and carry out the following arrangement for the said races in each and every year above mentioned:

1. A permanent stone post shall be set and its bearings properly fixed at a point on the shore north of the starting line and in range of the central line of the course.

2. A point shall be measured and conspicuously marked upon the bridge at Winthrop's Point, to mark the central line of the course, and the straight line between this stone post and said point marked on said bridge shall be the central line of the course. This central line shall remain unchanged during the term of this agreement, unless changed by consent of both clubs, except that the central flag-post at the start shall be placed as heretofore, namely, fifteen feet to the eastward of the central line of the course.

3. The start shall be marked by a stone post on the shore, on each bank of the river, and the line between these two posts shall be at right angles to the central line of the course and shall constitute the starting line; the stone posts at the start shall be placed and their bearings fixed at the starting line of the race of 1890.

4. The course shall be surveyed for four miles from this line between the starting posts along the central line of the course.

5. From a point on said central line of the course distant exactly four miles from the above described starting line a line perpendicular to said central line shall be drawn to the shore of Winthrop's Point, and a stone post shall be placed thereon and its bearings fixed on said line. A line perpendicular to said center line of the course shall also be drawn eastward from the finish point of said central line to the crib work in the river north of the draw of the bridge, and a wooden post or painted mark shall be placed on said crib work at the intersection of said line. The line between this post or mark, and the stone post above mentioned at Winthrop's Point shall constitute the finish line.

6. Lines perpendicular with said central line of the course shall also be drawn to the east and west banks of the river at each intermediate half mile, and wood posts be erected, and their bearings fixed on these lines on each bank to mark said half mile distances.

7. Upon each bank of the starting, finishing and intermediate half-mile lines, and twenty-five feet behind each wood post marking said line, range posts of chestnut, ten feet high, painted white, shall be erected.

8. Buoys anchored fore and aft, or stakes, shall be placed along the central line of the course exactly at each half-mile point, so as to give two hundred feet of deep water on each side, and shall be mounted with mast twenty feet high, carrying large flags visible from one-half mile to the next. These buoys, posts and flags shall be in position at least as early as the day before the arrival of the first crew at New London, provided one week's notice of such coming is given. If both clubs decide upon any change in the course as thus laid out previous to the second day before the day of the race, such change shall forthwith be made.

9. The course on the day of the race shall be kept clear of craft of all kinds as far as practicable, so far as to insure two hundred feet of clear water on each side of the central line of the course, and masters of all craft shall be urgently requested

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to come to anchor before and during the race. Masters of steamers and launches shall be urgently requested to avoid disturbing the crews in practice before the race, or the half-mile flags, by the swell of their wheels at speed; and to further insure a clear course there shall be presented to the master of each vessel in the harbor on the morning of the race a written or printed request to earnestly co-operate in keeping the course clear, and further, all masters of steamers and launches shall be urgently requested not to follow the race but come to anchor before and during the race. And no boats shall be allowed to follow within two hundred yards of the rear crew in the race, and no boat of any description shall be allowed to go in advance of either crew, either on the course or at the sides thereof, so far as it is possible to prevent it. At the time of the race and for a distance of one hundred yards beyond the finish line, the river shall be kept clear of all craft until the crews have turned and rowed off. When the crews have reached the point during the race one hundred yards north of the finish line, an efficient force of police boats shall be placed across the course to prevent craft of all kinds from running down the crews.

10. In case the course has not been kept properly cleared, either college may, after any race, withdraw from this agreement if justified in the opinion of three boating men to be appointed as follows: The referee by the colleges, a second by the parties of the second part and a third by these two.

11 The Harvard quarters and the two boat houses now situated, one at the Harvard quarters, the other at the Yale quarters, shall be satisfactorily repaired, rebuilt or enlarged prior to June 12, 1891, in such manner as each of the two clubs may prescribe and direct, and new floats shall be built of the following dimensions: Sixty feet long and thirty feet wide and placed in such position as the two boat clubs shall prescribe; and there shall not be less than two and a half feet of water under the outer side of each float at low tide A proper stairway shall be constructed at the outer end of the docks at the respective quarters. A competent carpenter shall be provided on the day of the arrival of each crew to put up supports for the boats according to the directions of the captains, and to attend to other necessary repairs about the boat houses. A float of the following dimensions: Sixty feet long and twenty-five feet wide shall be provided and maintained at the finish, on which the crews can land before and after practice and races. These boat houses, floats and stairways shall be ready for use at least two days before the arrival of the crews at New London, and shall be maintained and kept in proper repair to the satisfaction of both clubs during the term of this agreement.

12. A press boat fully capable of keeping up with the crew and accommodating at least one hundred persons, shall be furnished to follow the race, and shall be under full control of and at the disposal of the presidents of the two boat clubs, before, during and after the race. No tickets to this boat shall be sold under any pretext whatever. Admission to this boat shall be restricted to duly authorized representatives of the press and Harvard and Yale university oarsmen holding in every case complimentary tickets signed by either of said presidents, sixty tickets, to be divided between Harvard and Yale, and forty to be under the control of the Board of Trade committee, for use of representatives of the press only. It is mutually agreed that a suitable place shall be reserved in bow of said boat for working members of the press.

13. Free transportation shall be provided for the university and freshman crews, officers, servants, boats and launches of the two boat clubs, by any route desired from New Haven and Boston respectively to the quarters at New London and return. Free transportation shall also be furnished for the officers and duly authorized representatives of the boat club at any time during the year on business connected with the races, quarters or other matters pertaining to this agreement. The trains on the New London Northern Railroad shall accommodate both crews, officers and visitors as far as possible in their stoppages and shall carry them free of charge. visitors excepted, between New London and Montville. The carrying out of this agreement is conditional upon such transportation.

14. Arrangements shall be made for the accommodation of visitors to the race and for preventing exorbitant charges on the part of hotel keepers. carriage owners, etc., in so far as the matters can be controlled.

15. Each of the boat clubs shall be paid two hundred and fifty dollars in cash on or before June 1st, 1892, 1893, 1894 and 1895.

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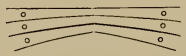

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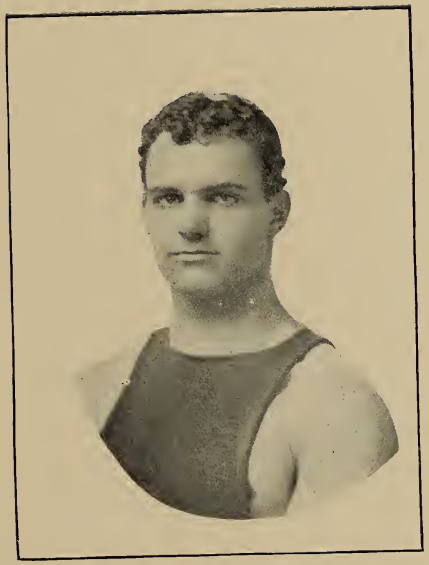
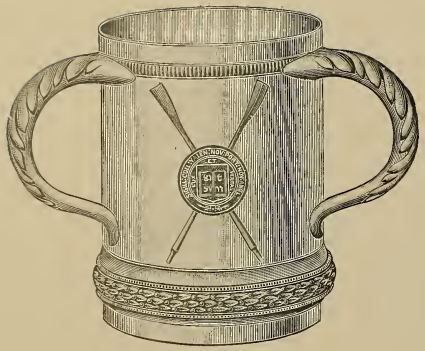


J. E. CHATMAN, '97.
Harvard No. 3.



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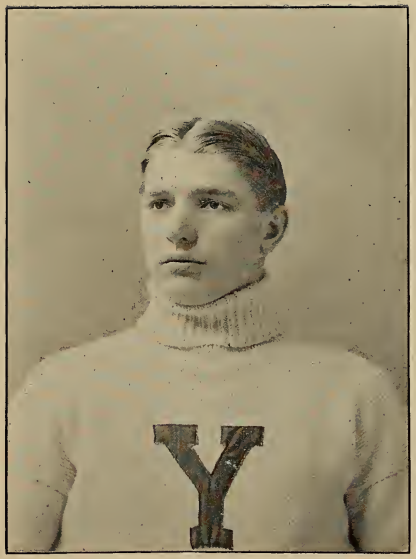

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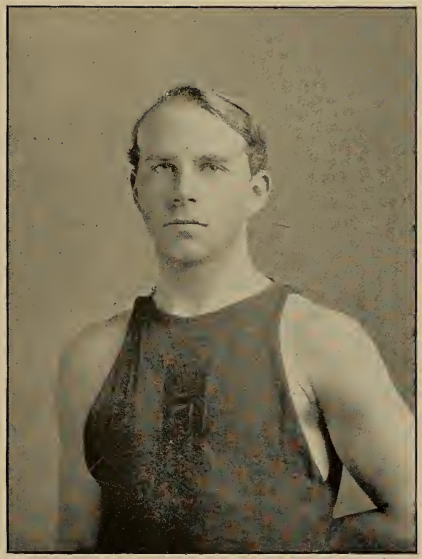

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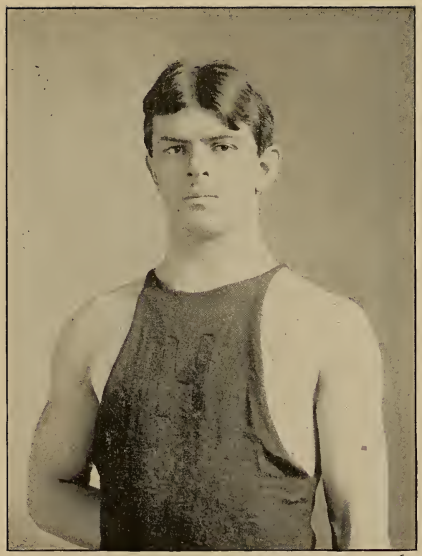

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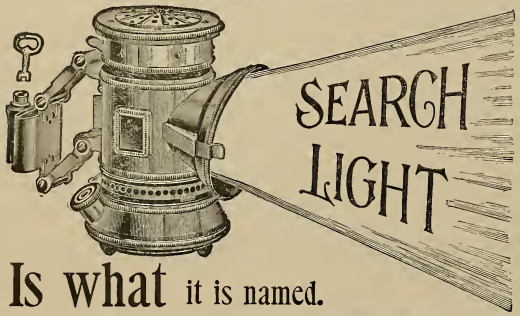

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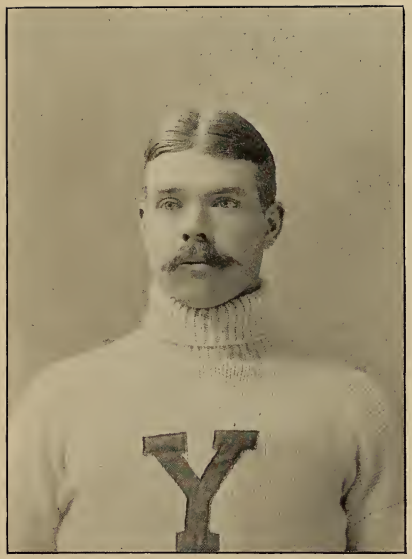

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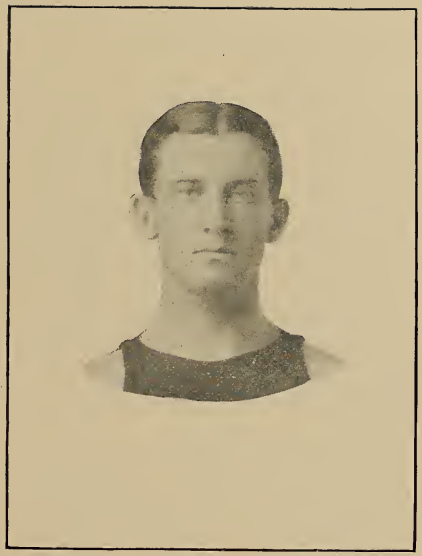

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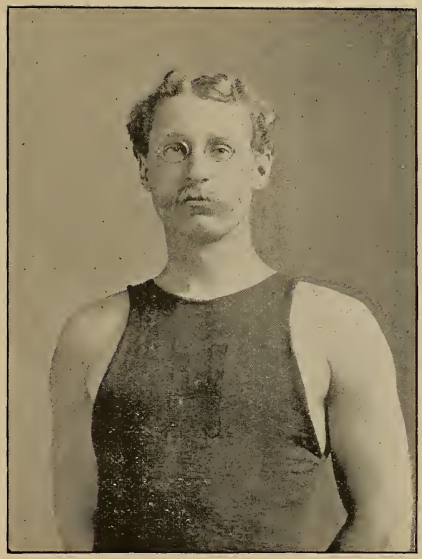

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For Every Pipe Only Golden Sceptre

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Post-paid Catalogue Free.
SURBRUG, 159 Fulton Street, New York.

COAL

RICHARDSON & BACON, CAMBRIDGE,

Have supplied Harvard University for Fifty-Four Years.

WOOD

XXI.

Each university shall name two judges and one time-keeper—one of these judges to be located at the finish, the other, with the time-keeper, to accompany the referee. The appointment of the judges and time-keepers shall be reported to the referee when made.

XXII.

The referee shall appoint, as a third judge at the finish, a graduate of some neutral college, whose duty it shall be to decide, in case of disagreement between the other judges, which boat, if either, first crossed the line at the finish—such decision to be final.

XXIII.

Each of the two judges at the finish shall be provided with a flag of his college color, which he shall drop as a signal to the time-keepers when the boat of his college crosses the finish line.

XXIV.

A boat shall be provided for the judges at the finish by the club which does not provide the referee boat.

This boat shall be so placed that the referee and time-keepers may easily see the flags when they fall.

XXV.

On the day of the race the referee, accompanied by the judges, shall go over the course and personally satisfy himself that everything is in its proper position.

XXVI.

Any man shall be eligible to row in the University race who is duly entered as a student in one of the recognized departments of the University.

The appearance of his name in the annual catalogue, or a certificate of membership, signed by the dean or other acting head of the department in which he is a student, stating that he entered such department prior to December 1st of the same college year, shall be deemed conclusive evidence in favor of the eligibility of any candidate or member of the crew.

Either boat club, by giving at least one week's notice before the day set for the race, may require such evidence to be submitted to the referee on or before the day set for the race. Failure to comply with this requirement will authorize the referee to deprive the person objected to of a seat in the boat on the day of the race, if he shall deem such action advisable, after a full consideration of all the circumstances of the case.

For Yale:

Alfred Cowles, Jr., Capt. Y. U. B. C.
Paul K. Ames, Pres.
Geo. A. Adee.

For Harvard:

G. S. Mumford, Capt. H. U. B. C.
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Send for Illustrated Price List with handsome views of World's Fair Fireworks Displays,

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Assortments ready to ship from $5.00 upwards.

Also to Pain's Spectacles at Manhattan Beach and all Principal Cities.

Should any unforeseen difference of opinion arise, it shall be referred to the referee for decision.

XI.

Both boats shall be at the starting point at the time agreed upon. If either boat cannot appear, the captain of such boat shall, before said time, personally report to the referee, who shall at once proceed to start the other boat, unless the delay has been caused by a bona-fide accident.

XII.

All races shall be started in the following manner: The referee shall ask the question, "Are you ready?" and receiving no reply, after waiting not more than five nor less than three seconds, shall give the word "Go;" and if either boat starts before the word is given by the referee, it shall be recalled, and a new start made as soon as possible A start shall be unfair, if, during the first ten strokes, either of the competing boats shall be disabled by a bona-fide accident.

XIII.

In any case an appeal must be made to the referee either by the competitors themselves, or by the judge, before the crew leaves its boat.

XIV.

In case of a dead heat the race shall be declared a tie for that year; no flags shall be awarded, and neither college shall claim the championship for that year, on any pretext whatever.

XV.

No boat shall be allowed to accompany a competing boat for the purpose of directing its course or affording any other assistance.

XVI.

The championship flags shall be placed in the referee's hands before the race, and shall be by him presented to the captain of the winning crew, as soon as the race shall have been decided.

These flags shall be provided by each college in turn, Yale to provide them in 1886; each college shall contribute one half their cost.

XVII.

If he thinks proper, the referee may reserve his decision, provided that in every case such decision be given on the day of the race Pending his decision, no one will be admitted to the presence of the referee, except the judges and such witnesses as they and the referee may summon.

XVIII.

The crews shall row in each successive year on alternate courses. In 1886 Yale shall have the east course and Harvard the west course, provided the race be rowed at New London. If rowed elsewhere, Yale is to have the choice of courses in 1886, after which the choice will alternate between the two colleges.

XIX.

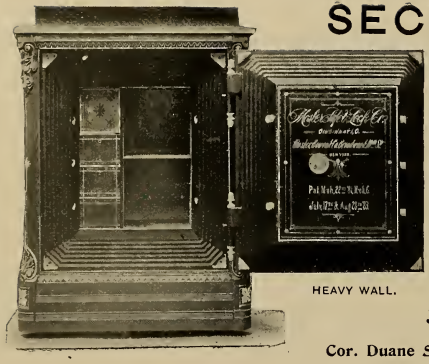
The starting line shall be moved down from the present starting line a distance of sixty feet toward the finish line, and shall be at right angles to the central line of buoys Each boat shall be provided with a metal staff, or rod, eighteen inches high carrying a flag measuring nine by five inches of the color of its university; such rod to be fixed perpendicularly at the stem of the shorter boat, and on the longer boat at a distance forward from the center of said boat equal to one half the length of the shorter boat. Each boat shall be started even by these flags, so fixed on the starting line, and shall be adjudged to have completed the course when said flags shall have crossed the finish line.

XX.

Five days before the race a suitable referee's boat shall be provided, such boat to be provided in 1886 by Yale, and alternately thereafter by Harvard and Yale.

J. H. SIMPSON, '97.
Yale Substitute.

HOUSE SAFE.



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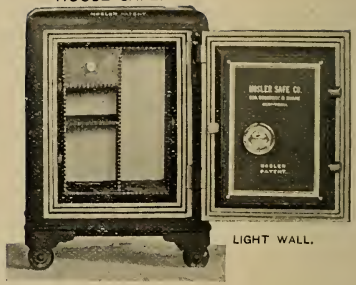

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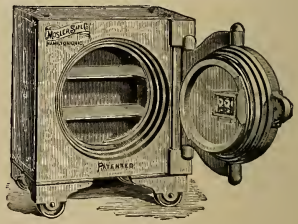

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Manufacturers, RICHMOND, VA.

Yale-Harvard-Columbia Freshman Crews.

YALE, '98.

Manager, V. M. Tyler.

Position.	Name.	Age.	Weight.	Height.
Stroke	D. F. Rogers	20	161	6
No. 7	P. D. Mills	18	173	5.10
No. 6	P. Whitney	19	170	5.10
No. 5	J. O. Rodgers	21	180	6
No. 4	R. Hitchcock	19	174	5.8
No 3	G. T. Marsh (Capt.)	21	170	6
No 2	J. C. McLaughlin	20	165	5.10½
Bow	G. E. Cram	19	161	5.10½
Substitute	B. L. Cadwalader	19	177	6
Substitute	T. A. McGraw	18	160	5.10
Coxswain	R. F. Greene	22	110	

HARVARD, '98.

Manager, W. W. Woodward.

Position.	Name.	Age.	Weight.	Height.
Stroke	N. W. Cabot	18	168	5.11
No 7	D. M. Goodrich	19	165	6.1
No. 6	F. L. Ames (Capt.)	19	178	5.10
No. 5	A. T. Jennings	20	172	5.9
No. 4	C. C. Bull	19	160	5.9
No. 3	G. C. Scull	18	162	5.10
No. 2	H. A. Rice	20	165	5.11
Bow	J C. Rice	18	162	5.10
Substitute	O. S. Seaver	19	180	5.11
Substitute	C. A. Hurley	20	152	5 9
Coxswain	R. S. Huidekoper	18	109	

COLUMBIA, '98.

Position.	Name.	Age.	Weight.	Height.
Stroke	L. Fitzgerald, Jr.	20	151	5.8¾
No. 7	S. Haight	18	166	5 11
No. 6	H. Mortimer	19	148	6
No. 5	O. Longacre	19	171	5.11
No. 4	S. Barclay	19	155	5.10½
No 3	M. Lewis	18	150	5.8
No. 2	H Machen	18	150	5.8
Bow	R. L. Pierrepont (Capt)	18	155	5.6
Substitute	W. A. Smith	19	138	5.9¾
Substitute	E. P. Keppel	19	145	6.
Substitute	S. F. Morris	18	143	6.
Coxswain	J. Livingston	18	108	5.4

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J. G. H. deSibour, '96, Assistant Manager.
Richard Armstrong, '95 S., Captain.

HARVARD BOAT CLUB

Charles H. Mills, '95, President and Manager.
Alfred Borden, '96, Assistant Manager.
J. R. Bullard, '96, Captain.

Time Card.

Race Won by _____

Time of Winner, = = = = _____ M. _____ Sec.

Time of Loser, = = = = = _____ M. _____ Sec.

Number of Boat Lengths Between Winner and Loser, _____

Yale-Harvard-Columbia Freshman Race.

Won by _____

Time of Winner, = = = = = _____ M. _____ Sec.

Time of Second, = = = = = _____ M. _____ Sec.

Time of Third, = = = = = _____ M. _____ Sec.

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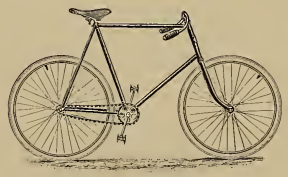

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